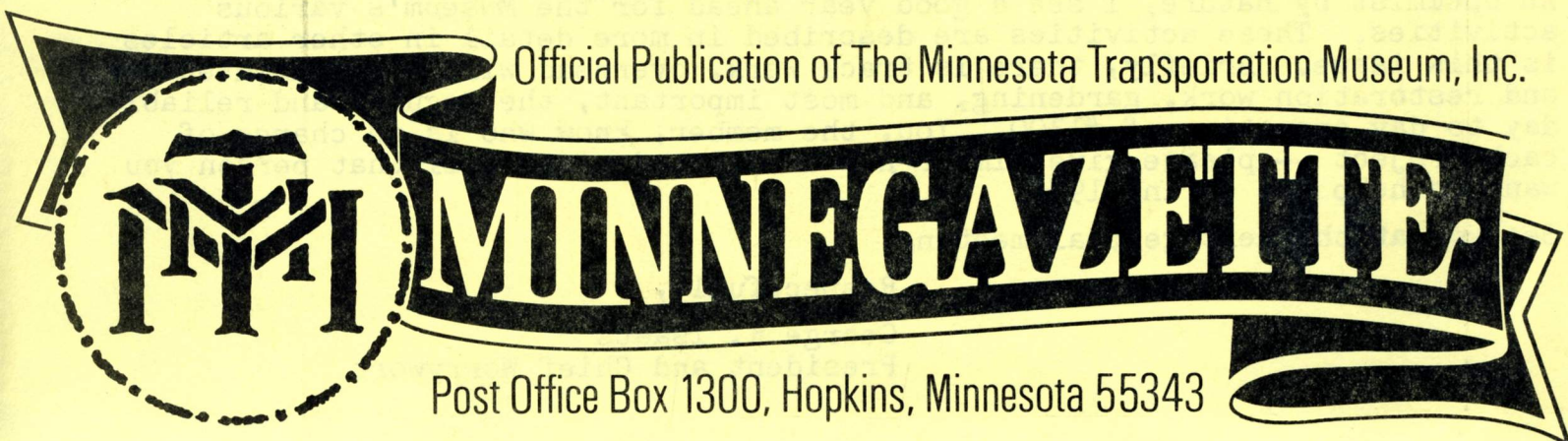


Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343



MAY-JUNE 1975

**ABOUT THE COVER:** In what is hoped to be a soon to be repeated scene on the Como-Harriet Streetcar Line in May, 1975, Car #1300 awaits passengers on the platform at 42nd St. Station. It's been a nip and tuck battle to get #1300 back on her refurbished trucks in time for our May opening date. As this is being written, much work remains to be done and your financial support is vitally needed. So, keep those dollars coming in, please----

Trolley  
Box 1300  
Hopkins, Minn. 55343

Lets get #1300 back on the track in time for opening day!

GENERAL MEETING OF THE MTM -- Tuesday, May 13, 1975

The dedication of an NP locomotive will be the highlight of a movie to be shown at our May 13th meeting. The meeting, for general membership, will be held at the Northwestern National Life Insurance Building located at the foot of Nicollet Mall and Washington Avenue in Minneapolis. As in the past, the meeting will begin at 8 p.m.

MTM member Casey Bensen will present a 25 minute film taken in 1955 by the late Robert Melchior, Twin Cities area railfan. In addition to the actual locomotive dedication ceremonies, there will be scenes of a double header steam trip to Stillwater, Minn. This film is especially appropriate to the MTM at this time as we work towards the eventual restoration of NP # 328.

THE PRESIDENT'S MESSAGE

By the time you read this issue of the Minnegazette, spring should truly have arrived and the outside activities of the Museum hopefully will be well underway at the Lake Harriet and our other locations. It has been a long, hard, winter with plenty of worries about obtaining replacements parts for #1300's trucks and the present problem of raising sufficient money to pay for all the truck work. Several members of the board as well as the general membership have certainly saved the day by rising to the challenge of several crises that erupted during the rehabilitation work. In addition, the membership is responding well to the call for additional financial aid to pay for this work. I sincerely thank all those members for their fine donations.

An optimist by nature, I see a good year ahead for the Museum's various activities. These activities are described in more detail in other articles in this issue. Briefly, there is track work, overhead wire work, maintenance and restoration work, gardening, and most important, the regular and reliable day to day operation of #1300. You, the member, know who is in charge of each project -- please give him or her a call today and tell that person you want to help out during 1975.

See you at the next general meeting!

Respectfully,

George K. Isaacs  
President and Chief Worrywort



## MTM GROWTH PROGRAM 1975

The fledgling Minnesota Transportation Museum of 1975 has come a long way since the days of the mid 1960's when its lone operable property, car #1300 sat quiet dusty and unused in a dark corner of the Minnesota Transfer Railway Roundhouse in St. Paul. Due to the dedicated and resourceful efforts of its members and the financial support of friends, MTM today is spearheading and accomplishing historical transportation projects in numbers undreamed of a few short years ago. For example, here is what is planned for 1975 in connection with the Harriet operation alone:

- Complete rebuilding of power trucks for car #1300
- Rework of CTA car #265 power trucks
- Restoration of DSR car #265
- Completion of 42nd St. passing siding
- Completion of 2nd Lake Harriet Car barn & Shop
- Extension of North Line at Lakewood Cemetery
- 42nd St. Station Landscapework

In addition, the slow but steady progress toward the major MTM goal of a second operating steam site is proceeding. The delicacy of current negotiations on both the site and equipment, precludes exposure of details at this point. However, we hope to bring you the full MTM high iron story within the next few short months.

Except for the occasional need to remind our readers, it almost goes without saying that such tangible, physical accomplishments require dedication and the willing hands of many. You are again called upon to come forward and assist in this self-rewarding work of historical recreation. MTM needs avocations and skills of all kinds/types.. Just for starters, call one or more of these members today;

- George Isaacs-electrical - 484/7512
- Scott Heiderich-track - 645-3333
- Frank Sandberg - car operations - 890-2830
- Bill Graham - #265 restoration - 925-4806
- Bob Renz - Dan Patch #100 - 881-2702
- Judy Sandberg - Minnehaha Depo - 890-2830

Lets push MTM's growth program in 1975!

## COMO HARRIET TO GET NEW LOOK -by Judy Sandberg

Plans for landcaping of the area adjacent to the bading platform at Lake Harriet are in the final stages.

The Minnesota State Federation of Garden Clubs will undertake this project for the 1976 Bi-Centennial. Two Boy Scout troops, a Girl Scout troop and the Isaac Walton League will be assisting in the planting and up-keep of the area.

As soon as the weather permits, you will be seeing new faces working in this area, especially children, so members are urged to be most courteous and helpful; remember, all of these children are from the Harriet area and we certainly value their fine support.

Thanks to a lot of members and non-members, Como Harriet should have a beautiful new look as the summer progresses.

Our hats are off in salute to the Scouts and the Isaac Walton League; all well recognized as among the most sincere and finest conservation organizations in these United States.

## COMO-HARRIET ON TRACK FOR 1975 -by Frank Sandberg

The response to the questionnaire that was mailed to all Metropolitan area members has been very good. I wish to thank all of you who have taken the time to return them to me. The response indicates that we will begin our season with 45 previously qualified operators and 8 to 10 new trainees. This number will be sufficient to maintain our schedule requirements for 1975. This season's schedule will be the same as last year's -- with the minor exception of a slightly later starting time for Saturday operations. The 1975 operating schedule will be as follows;

May 18 - Sept 1	Wed. & Fri.	6:30 p.m. til dusk
	Sat.	4 p.m. til dusk
	Sun. & Hol.	12:30 p.m. til dusk
Sept. 6 - Sept 28	Sat.	4 p.m. till dusk
	Sun.	12:30 p.m. til dusk
Oct. 5 - Oct. 26	Sun.	12:30 p.m. til dusk

Monday evenings will be added to the schedule during the Band concert season on a strictly experimental basis -- if one foreman and two operators can be found to operate the car on a regular basis In addition to their normal operating rotation; ---- any volunteers? The first operating schedule will be mailed around the 9th of May and we will begin with our currently scheduled, May, 18th opening date. At this point I am optimistic that somehow we will be able to get our present "humpty-dumpty" #1300 back together in time for our opening. A good share of the truck repair work, which is being done as you read this, will be paid for with revenue that we must generate at Lake Harriet this summer. Therefore, it is imperative that we operate both a full and successful season in 1975. With a little luck, a lot of hard work, and your continued support, we can make 1975 a great year for the Como-Harriet Street-car Line.

## MORE ABOUT THE TRACK EXTENSION AT LAKE HARRIET

Yes, we will extend the track of the Como-Harriet Streetcar Line this year. No!--we won't go as far as we originally expected to when we received Park Board approval last Fall. However, the reasons for the change in plans are a bit involved to explain in this short article. It suffices to say that if we had followed the alignment pictured in our July-August issue of the Minnegazette, we would have made the serious error of having built out trackage over a peat bog with the result being an extremely unstable roadbed. A complete explanation of this will be given at the May general meeting.

The revised plan extension will now follow the alignment of the present track crossing the existing pipeline, then curving northerly along the cemetery fence to that point where the fence makes an abrupt change of direction and follows the old TCRT right-of-way. This modified extension will add 200 feet of trackage and will allow the view of Lake Calhoun from the streetcar when we pause for the return trip. Hopefully, our plan for 1976 will finally bring the track to the very shores of Calhoun.

## 1975 RIDE THE TROLLEY FLYER

Included with this issue, are two 8½ x 11 flyers which were prepared as part of MTM's 1975 Como-Harriet promotional program. During the coming weeks, "Ride the Trolley" flyers will be distributed throughout our area to interested groups. While immensely popular, the reopened Como-Harriet is still relatively undiscovered by the broad mass of Minnesota citizenry. We have to keep telling our story to the public!

You can help! Get these flyers out to a friend, post them at work, a community bulletin board. Let's spread the word about C-H. Do it today!

DSR/TCRT #265 - a History! by J.J. Kreuzberger

With the increasing interest in Duluth Street Railway's car #265 following its fortunate rediscovery and the excellent restoration work now being done by MTM, perhaps a brief sketch of the Duluth Street Railway Co and car #265 is timely. Also, Twin City Rapid Transit and DSR had much in common.

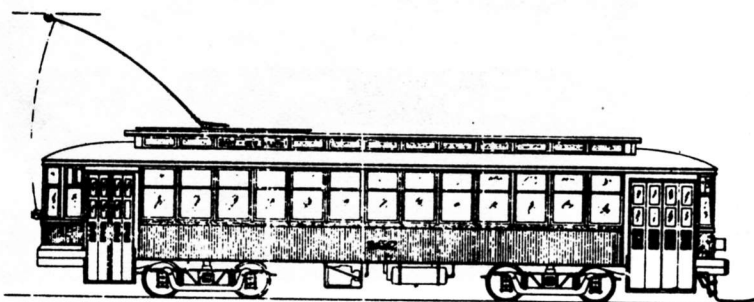
Street railway operations began in Duluth in July 1883 with one mile of narrow-gauge track, using three used horse cars obtained from the St. Paul City Railway. Operation of electric street cars on 19.4 miles of standard-gauge track in Duluth began November 8, 1890. TCRT's Tom Lowry was instrumental in the August 1900 merger of two suburban Duluth street railways, the Superior Rapid Transit and DSR, which brought together 74.8 miles of track in the Twin Ports and the pooling of approximately 104 passenger cars. Most of the Duluth cars at this time were similar to DSR car 78, presently in the MTM's Comomshop awaiting restoration.

It was about this time that TCRT and other north country operators found that, unfortunately, the types of cars being produced by the car-builders of the period were not quite suitable for use in harsh climates. TCRT had developed its own unique style of car to satisfy these particular requirements. Tom Lowry determined that larger, heavy, double-truck cars were needed for the rapidly growing street railway operations in Duluth and Superior, and that they should be the same superior cars coming off the production line at TCRT's Mpls. Nicollet shops. The first of these, DSR 151, arrived in Duluth in January 1901. In the following 18 years DSR obtained no less than 140 passenger cars and two work cars from TCRT. Six others were borrowed from TCRT for nearly three years during WWI.

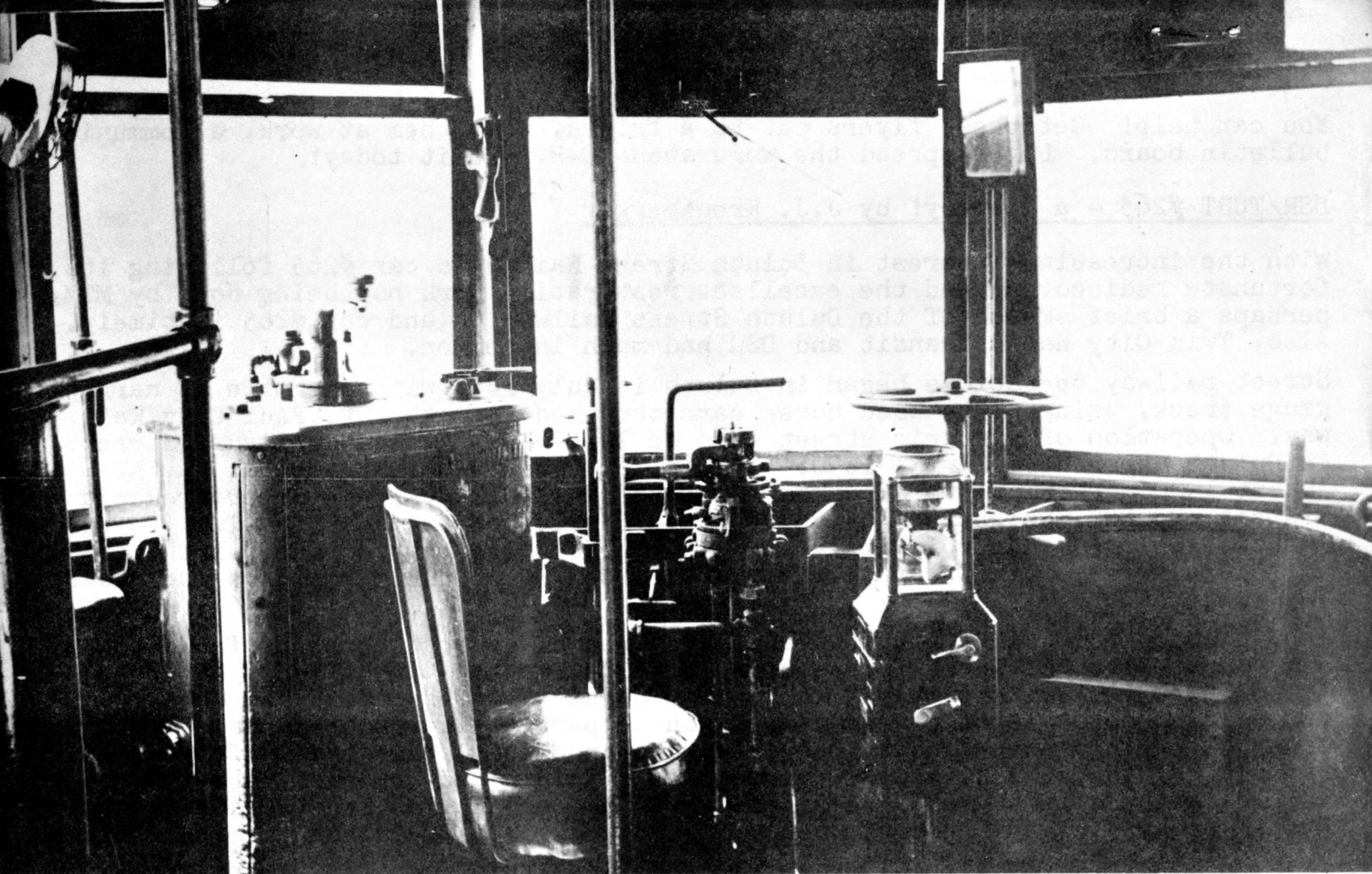
DSR bought four used cars (263-266) from TCRT in May 1916. These had been built in the Snelling shops the previous December. And, as was frequently done, TCRT built and replaced the cars that went to Duluth with a second set of cars of the same TCRT numbers. Car 265 had been TCRT 1791, class L-8-0.

265 was converted to one-man operation (its present configuration) in September 1929, at which time it was given new seats, TCRT #6 trucks, four 50-horsepower GE 216 motors, a K43F2 controller and GE safety air system. 265 differs from TCRT 1300 primarily in the arrangement of doors and platform windows, all other dimensions and appurtenances being the same.

265 was 'retired' in September 1939, having been in service through the final days of rail service in Duluth. Shorn of trucks and other mechanical equipment-but otherwise intact-it was sold to a private party at Solon Springs, Wisconsin, to be used as a 'lake cottage'. These plans never quite materialized however, and 265 slept out the years in a grove of trees by the lake until 'rediscovered' by the intrepid band of MTM'rs in the early 1970's. The work is now underway and soon 265 will roll again as a living memorial to the once great DSR system.



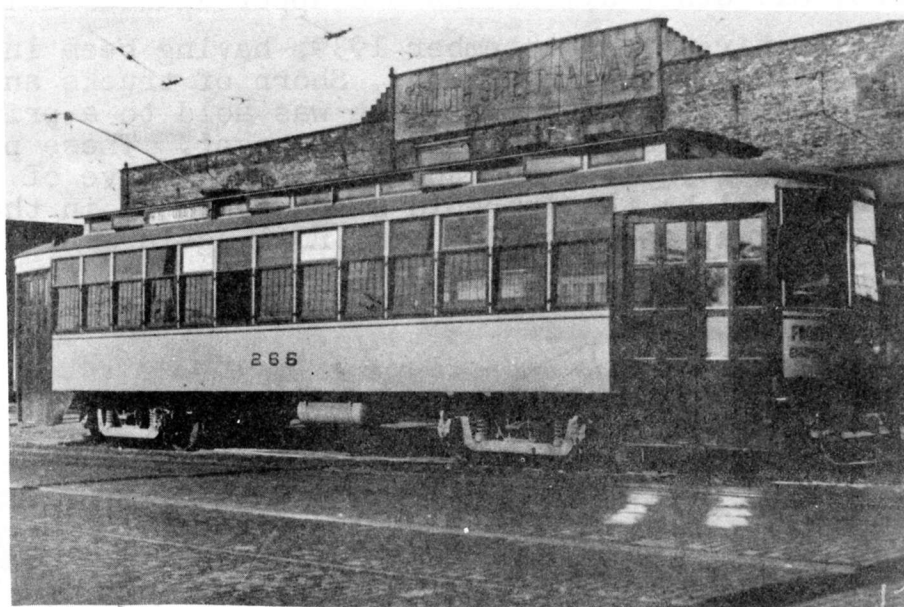




Motorman's cab view of DSR 265 in her heyday. A comparison with TCRT/MTM 1300 shows considerable variance in the control arrangements resulting from the Duluth Street Railway one-man rebuilds of 1929. Despite the off-center window post arrangement of the head end, many original gate car characteristics were retained in the DSR configuration; ie: the baker style stove heater, the brake wheel, the free-standing air-brake control, etc. According to restoration chief, Bill Graham, MTM'rs will be again viewing this circa 1939 view of 265 during the Bicentennial year 1976 on the Como-Harriet. (Provided, of course, Scott's "crew" gets the new passing siding and car barn emplaced; Go! Scott!)



RIGHT: Nostalgic view of 265 type DSR car on the main line in front of Superior Street Car-barn in Duluth circa 1938. When "re-operable" 265 will utilize unorthodox rear entrance front exit arrangement in accordance with C-H operations.





# MINNESOTA STREETCAR MUSEUM

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August 2021

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